

BILL NUMBER: ACR 211 CHAPTERED
BILL TEXT

RESOLUTION CHAPTER 120
FILED WITH SECRETARY OF STATE AUGUST 20, 2002
ADOPTED IN SENATE AUGUST 12, 2002
ADOPTED IN ASSEMBLY JUNE 13, 2002

INTRODUCED BY Assembly Member Nation

MAY 16, 2002

Assembly Concurrent Resolution No. 211--Relative to integrating walking and biking into transportation infrastructure.

LEGISLATIVE COUNSEL'S DIGEST

ACR 211, Nation. Integrating walking and biking into transportation infrastructure.

This measure would encourage all cities and counties to implement the policies of the California Department of Transportation Deputy Directive 64 and the United States Department of Transportation's design guidance document on integrating bicycling and walking when building their transportation infrastructure.

WHEREAS, Bicycling and walking contribute to cleaner air; and
WHEREAS, Bicycling and walking provide affordable and healthy transportation options for many of the 10 million Californians who do not possess a driver's license; and

WHEREAS, The State Department of Health Services has declared that more than 40,000 Californians annually die from causes related to physical inactivity; and

WHEREAS, The United States Centers for Disease Control has determined that changes in the community environment to promote physical activity may offer the most practical approach to prevent obesity or reduce its comorbidities. Automobile trips that can be safely replaced by walking or bicycling offer the first target for increased physical activity in communities; and

WHEREAS, Bicycling and walking contribute to safeguarding our coast from offshore oil drilling and enhance California's energy independence and national security by reducing our reliance upon imported oil; and

WHEREAS, Designing roads for safe and efficient travel by bicyclists and pedestrians saves lives; and

WHEREAS, Bicyclists and pedestrians pay sales taxes which provide for the majority of local transportation spending; and

WHEREAS, Local demand for funding from the Bicycle Transportation Account, the Safe Routes to School, and the Transportation Enhancement Activity Programs far exceeds available moneys; and

WHEREAS, The best use of limited financial resources is to include bicycle and pedestrian elements into roadway projects where feasible; and

WHEREAS, Bicycling and walking reduce traffic congestion in California; and

WHEREAS, In February 2000, the United States Department of Transportation issued a design guidance statement titled, "Accommodating Bicycle and Pedestrian Travel: A Recommended Approach-A United States Department of Transportation Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure;" and

WHEREAS, In March 2001, the California Department of Transportation issued Deputy Directive 64 titled "Accommodating Non-Motorized Travel" which states that "The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practices concepts in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure;" now, therefore, be it

Resolved by the Assembly of the State of California, the Senate thereof concurring, That in order to improve the ability of all Californians who choose to walk or bicycle to do so safely and efficiently, the Legislature of the State of California hereby encourages all cities and counties to implement the policies of the California Department of Transportation Deputy Directive 64 and the United States Department of Transportation's design guidance document on integrating bicycling and walking when building their transportation infrastructure.